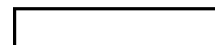


PHOTOGRAPHIC INTERPRETATION REPORT



YEDROVO
ICBM COMPLEX
USSR



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JUNE 1967

COPY 116

7 PAGES

Declass Review by NIMA/DOD

GROUP 1 EXCLUDED FROM
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PREFACE

This report updates and supersedes [] Yedrovo ICBM Complex, USSR, 1/ the initial report in a series prepared in response to CIA Requirement C-DI5-82,972 requesting detailed line drawings, to scale, of elements of the complex. The information contained herein is based on [] photography through [] Individual reports will be updated periodically to reflect changes observed on subsequent photography.

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YEDROVO ICBM COMPLEX, USSR

Yedrovo (Figure 1) is the westernmost of the Soviet ICBM complexes. It is about 180 nm northwest of Moskva, in the Novgorod Oblast in the Russian SFSR. The complex support facility is situated near the center of the complex, about 4.0 nm southeast of the town of Yedrovo. The complex covers an area about 32 nm east-to-west and 25 nm north-to-south. Completed sites consist of 2 Type IIB, 4 Type IID, 2 Type IIIA, and 1 Type IIID sites. Thirty-seven, and 1 possible, Type IIID sites are currently under construction.

The complex is in a heavily forested region where the terrain is relatively flat and poorly drained. Low, rolling hills are interspersed between numerous lakes and swamps. Relative relief over the entire complex does not exceed 300 feet, and most of the launch sites are deployed between elevations of 600 and 750 feet above sea level. Lumbering and wood products are the only apparent basis for the economy of the area, as it is too heavily forested to permit any productive agriculture. Some cattle and swine are reportedly raised in the area. On the basis of the seeming lack of economic and occupational possibilities, it is difficult to explain the relatively dense rural population in the region. Numerous small towns and villages are linked together by a network of local roads.

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Yedrovo is west of the center of the Forest Zone of the European USSR, at about the same latitude as Juneau, Alaska. The climate is influenced to some extent by the Baltic Sea. The area experiences moderate temperatures, sharp weather variations, and much moisture. Polar continental air, and polar maritime air, the latter comparatively warm in winter and cool in summer, prevail. Cloudiness is less in summer than in winter. Fogs are frequent, and the relative humidity is high throughout the year. West winds from the sea are predominant. Summers are relatively cool and wet, with temperatures during the 4 warmest months varying between 45° and 68°F. Winters are warm and damp, with frequent thaws and much precipitation. The mean maximum and minimum temperatures for January and February, the 2 coldest months of the year, range from 7° to 19°F, although temperatures as low as -31°F have been recorded. Stable snow cover is usually established in early November and lasts until mid-April; however, it is relatively light in this area because of the many thaws.

Transportation facilities into the Yedrovo Complex are among the best for any ICBM complex in the Soviet Union. The Moskva - Leningrad highway passes through the town of Yedrovo, and rail service into the complex is provided by the rail line that branches from the Moskva - Leningrad railroad and runs west through Yedrovo and Valday to Pskov. A network of local roads joins the towns and villages in the area of the complex, but such roads will not meet the requirements for missile transport. A road system to serve the Type IIB,

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IIID, and IIIA sites was constructed concurrent with the sites. Improved roads have not yet been constructed to the Type IIID sites, but no doubt they will be as the sites reach completion.

The complex was first observed in [redacted] Its status at that time indicated that construction had been initiated about [redacted] The support facilities were established near an airfield, and it appears that many of the airfield facilities were utilized at the complex support facility. The only photographic coverage of the area prior to [redacted] was a [redacted] mission in [redacted] This showed the airfield and its facilities apparently abandoned. Although interpretation was hampered by heavy clouds, it could be determined that many of the buildings in the railhead and storage area, as well as the housing area, were present in [redacted] and some of them obviously in a poor state of repair. [redacted] the same buildings apparently had been repaired and put to use. The types of buildings in the railhead and storage area differ in many instances from those common to the other Soviet ICBM complexes, which is another indication that existing facilities were incorporated into this complex. This is the only instance where an existing facility was taken over and used as a component in an ICBM complex.

In [redacted] when the complex was first observed, the complex support facility, rail-to-road transfer point, and 4 launch sites were under construction. An additional site was observed in [redacted] construction for 3 more sites was identified. [redacted] all 8 launch sites were complete and the construction program appeared to be finished. No unusual activity was observed during the remainder of [redacted] construction activity was again evident at the complex. It was identified as construction for the Type IIID launch sites and, [redacted] Launch Groups I and J were deployed. Both groups were in the general area of the original complex. In [redacted] 18 additional Type IIID launch sites were observed under construction to the north and east of the complex support facility. These sites comprise Launch Groups K and L. Launch Group K is on the north side of the rail line, and Launch Group L straddles the Moskva-Leningrad highway east of the complex support facility.

Future expansion would be difficult to predict beyond the completion of the 4 launch groups now under construction. Although there is unlimited room in the area, the adaptability of the terrain to the Type IIID launch sites is questionable. The most likely area, if the complex should continue to be expanded, would be to the south or west. The apparent termination of the Type IIID construction program at some of the other complexes would indicate that it has been largely fulfilled, and it is highly possible that as the groups

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Component	Type	Geographic Coordinates
Complex Support Facility	--	57-51N 033-40E
Launch Site 1	IIB	57-47N 033-13E
Launch Site 2	IIB	57-48N 033-35E
Launch Site 3	IHA	57-52N 033-27E
Launch Site 4	IID	57-48N 033-28E
Launch Site 5	IID	57-48N 033-07E
Launch Site 6	IID	57-43N 033-06E
Launch Site 7	IID	57-47N 033-01E
Launch Site 8	IHA	57-52N 033-17E
Launch Group I		
Launch Site 10I	IID	57-48N 033-31E
Launch Site 11I*	IID	57-51N 033-36E
Launch Site 12I	IID	57-48N 033-40E
Launch Site 13I	IID	57-54N 033-38E
Launch Site 14I	IID	57-50N 033-30E
Launch Site 15I	IID	57-44N 033-37E
Launch Site 16I	IID	57-53N 033-20E
Launch Site 20I	IID	57-51N 033-23E
Launch Site 24I	IID	57-56N 033-22E
Launch Site 30I	IID	57-47N 033-26E
Launch Group J		
Launch Site 20J	IID	57-47N 033-19E
Launch Site 25J	IID	57-50N 033-18E
Launch Site 27J*	IID	57-47N 033-12E
Launch Site 28J	IID	57-54N 033-14E
Launch Site 31J	IID	57-50N 033-10E
Launch Site 32J	IID	57-43N 033-18E
Launch Site 33J	IID	57-44N 033-13E
Launch Site 34J	IID	57-44N 033-08E
Launch Site 35J	IID	57-42N 033-09E
Launch Site 36J	IID	57-47N 033-05E
Launch Group K		
Launch Site 37K	IID	57-58N 033-39E
Launch Site 48K	IID	58-04N 033-42E
Launch Site 49K	IID	58-04N 033-37E
Launch Site 50K	IID	58-00N 033-42E
Launch Site 51K	IID	57-56N 033-37E
Launch Site 52K	IID	58-01N 033-48E
Launch Site 53K	IID	57-37N 033-47E
Launch Site 54K	IID	57-53N 033-44E
Launch Group L		
Launch Site 38L	IID	57-45N 033-43E
Launch Site 39L	IID	57-52N 033-52E
Launch Site 40L	IID	57-50N 033-54E
Launch Site 41L*	IID	57-47N 033-52E
Launch Site 42L	IID	57-51N 034-01E
Launch Site 43L	IID	57-47N 034-01E
Launch Site 44L	IID	57-44N 033-57E
Launch Site 45L	IID	57-43N 033-51E
Launch Site 46L	IID	57-46N 033-46E
Launch Site 47L	IID	57-49N 033-45E
Launch Site 55X (Pos)	IID	57-42N 033-39E

*Control site
Possible site not shown on Figure 1

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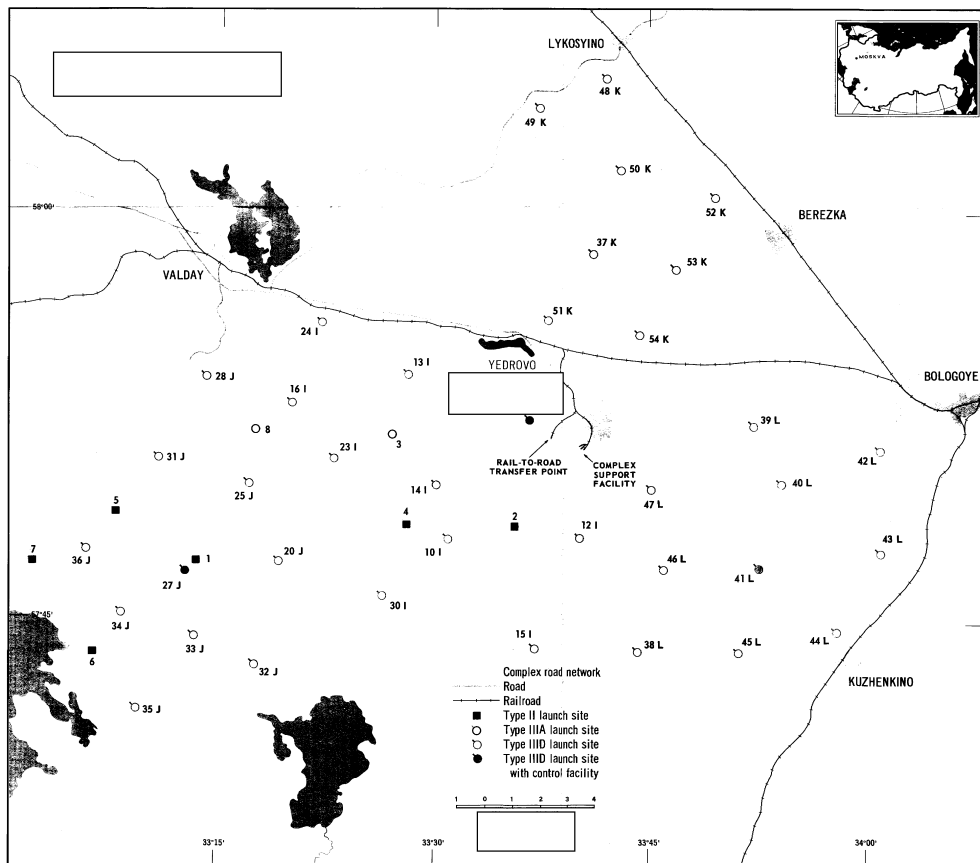


FIGURE 1. LAYOUT OF YEDROVO ICBM COMPLEX.

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are completed the program will come to an end.

Usable photography over this complex has been relatively scarce. Many of the missions programmed for it produced little or no results because of the clouds and fog so prevalent over the region. Because of this, there are wide gaps between usable missions which has resulted in corresponding gaps in the construction history of the complex.

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REFERENCES

DOCUMENT

1. NPIC. *Yedrovo ICBM Complex, USSR*, Aug 66 (TOP SECRET)

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REQUIREMENT

CIA. C-DI5-82,972

NPIC PROJECT

11210/66 (partial answer)

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